

**AMENDMENTS TO THE SPECIFICATION**

Please amend the specification as follows.

*Kindly replace paragraph [0002] beginning on page 1 and ending on page 2 with the following amended paragraph.*

A known door lock apparatus for a vehicle is disclosed in US4762348. ~~According to an~~ The electric door lock system disclosed in the above patent[[,]] includes a box-shaped case member to which a rotating plate having a substantially circular shape is supported. The rotating plate can be driven in a clockwise direction and a counterclockwise direction by a motor. An output member having a fan shape is connected to one side face of the rotating plate. When the motor ~~drives~~ is driven to rotate the rotating plate in the counterclockwise direction by an operation of a relay in response to the operation of the inside switch by the user for opening the door, the output member pulls a rod for opening the door via an arm. Then, a pawl is rotated in a direction in which the engagement between the pawl and a latch is disengaged. The latch is subsequently rotated to an open position of the door and the unlock operation is completed accordingly. Meanwhile, when the motor ~~drives~~ is driven to rotate the rotating plate in the clockwise direction by operations of a half-latch sensor and a relay in response to the closing operation of the door to the half-latched position, the output member pulls a rod for closing the door via the other arm. Then, the latch is rotated to a full-latched position, and the door lock operation is completed accordingly. A neutral position sensor whose contact is retained in closed state by a circumferential face of the rotating plate is provided in the case member. When a concave portion formed on the other side face of the

circumferential face of the rotating plate is moved to a portion where the neutral position sensor is positioned by the rotation of the rotating plate, the contact of the neutral position sensor becomes in the open state. The rotating plate is constituted to return to the neutral position side by the motor so that the rotating plate can start the following lock operation, for example, in case that the unlock operation is performed. When the contact of the neutral position sensor is turned in the open state with the concave portion being positioned at the neutral position sensor, the motor is stopped by the operation of the relay to prepare for the following operation (same return operation is performed in case of the lock operation).

*Kindly replace paragraph [0003] beginning on page 2 and ending on page 4 with the following amended paragraph.*

According to the above-mentioned disclosed door lock apparatus, however, the following problems may occur. The motor is ~~sepped~~ stopped based on the switching of the neutral position sensor to the open state when the rotating plate is returned to the neutral position at a time of the completion of the lock operation or the unlock operation. Thus, if the concave portion is set short in length in the circumferential direction of the rotating plate for precisely defining the neutral position, the neutral position sensor tends to be positioned out of the concave portion when the rotating plate overruns with the motor and then the standby state is initiated in that state. In this case, the neutral position sensor is in the closed status ~~eve~~ even if the door is open. This fails to satisfy the condition that all sensors are in open state under the door being open, which is disclosed in the above Japanese Publication. The lock operation is possibly not performed since the relay is not

operated and thus the motor is not supplied with power even if the half-latch sensor becomes in the closed state by the door being closed to the half-latched position. Further, if the concave portion is set longer in length in the circumferential direction of the rotating plate so that the neutral position sensor is positioned within the concave portion even by the overrun of the motor, the neutral position range becomes too wide. This may cause the output member to start pulling the rod for unlocking the door, for example, when the rotating plate is returned to the neutral position upon completion of the lock operation, or the delay of the lock operation or the unlock operation to start. Especially when the user operates the inside switch for opening the door and therefore the rotating plate is rotated in the counterclockwise direction, first the neutral position sensor is required to reach one end portion from the other end portion of the long concave portion. Then, when the neutral position sensor becomes positioned out of the concave portion by the rotation of the rotating plate, the output member finally starts the unlock operation. Accordingly, a relatively long time-lag may occur until the door is actually opened, thereby causing the user to feel uncomfortable. In order to obtain the certainty of each operation, the length of the concave portion, within which the neutral position sensor remains to be positioned even by the overrun of the motor, cannot be surely defined by matching the length of the concave portion to the overrun of the motor that is objectively predicted. The predicted length is further required to be multiplied by a safety factor.

*Kindly replace paragraph [0005] beginning on page 4 and ending on page 5 with the following amended paragraph.*

According to an aspect of the present invention, a door lock apparatus for a vehicle includes a latch provided at one of a vehicle door and a vehicle-body and being rotatable between an open position in which the latch is disengageable from a striker provided at the other one of the vehicle door and the vehicle-body and a lock position in which the latch is prohibited to disengage from the striker, and an operating member for performing one of a lock operation for rotating the latch to the lock position and an unlock operation for rotating the latch to the open position by being moved from a neutral position to a first position by a driving source, and performing the other one of the lock operation and the unlock operation by being moved from the neutral position to a second position opposite to the first position relative to the neutral position by the driving source. The vehicle door lock apparatus also includes a control unit for switching a moving direction of the operating member driven by the driving source so that the operating member alternately performs the lock operation and the unlock operation, an operated member for being operated along with the operating member moved to the second position, a restricting member for restricting a movement of the operated member in a predetermined position when the operating member is moved to the first position, a detecting means for detecting the operated member being positioned adjacent to the predetermined position, and a housing for accommodating the latch, the operating member, the control unit, the operated member, the restricting member, and the detecting means. The control unit enters a standby mode through a process of bringing the operating member to return to the second position side after one of the lock operation and the unlock

operation is completed so that the operated member is not detected by the detecting member means, and enters the standby mode through a process of bringing the operating member to return to the first position side after the other one of the lock operation and the unlock operation is completed so that the ~~operate~~ operated member is detected by the detecting means.

*Kindly replace the one-line paragraph at line 19 of page 15 with the following amended paragraph.*

L2 (as shown in Fig. 15): ~~starting~~ starting to pull the striker into the latch